

Understanding and Using this Report

Data Tables for the 1999 National Transit Database (NTD) Report Year is one of three publications composing the National Transit Database Program's Annual Report. It provides detailed summaries of financial and operating data submitted to the Federal Transit Administration (FTA) by the nation's mass transit agencies for the Report Year ending on or between January 1 and December 31, 1999. FTA administers the NTD Program through a professional services support contract under the guidance of FTA's Office of Oversight in the Office of Program Management. This is the 21st Annual Report published.

Two additional publications complete the Annual Report: *National Transit Summaries and Trends* and *Transit Profiles*. The Transit Profiles are presented in two volumes: *The Top Thirty Agencies* and *Transit Profiles*.

For the 1999 Report Year, 587 transit agencies provided data. Of that, 64 agencies received exemptions from detailed reporting (Nine or Fewer Vehicles Exemptions), and 7 were deleted because their data were incomplete. Thus, 516 agencies are included in the full database. Of the transit agencies reporting, 56.5 percent contract for some or all of their transportation from private or public agencies. Agencies granted exemptions are listed in Appendix B — Transit Agencies Receiving Nine or Fewer Vehicles Exemptions; and deleted agencies are listed in Appendix C — Transit Agencies Deleted from 1999 Annual Publications. Appendix D lists agencies that had a mode/type of service deleted. Appendix E lists agencies by name with Appendix F listing agencies by UZA name.

49 USC 5335 requires the establishment of a uniform system of accounts and records, plus a reporting system for the collection and dissemination of public mass transportation financial and operating data by uniform categories. All applicants and direct beneficiaries of Federal assistance under 49 USC 5307 are subject to the reporting system and the uniform system of accounts and records. The NTD Reporting System assists FTA in meeting the need for information on which to base planning for public transportation services and in making public-sector investment decisions at all levels of government.

Definitions for transit terminology used in the 1999 NTD Annual Report publications may be found in the 1999 NTD Reporting Manual or on the NTD web site at www.NTDProgram.com.

Report Organization

The report consists of two chapters:

- Chapter 1** Understanding and Using this Report: Provides general information to assist the reader in using this and earlier reports.
- Chapter 2** The Data Tables: Financial and operating data by specific mode for individual transit agencies. Each table is described and general information is provided.

Data Tables Organization

The Data Tables in Chapter 2 are organized into four major groups:

- Transit revenues
- Transit expenses
- Non-financial operating data
- Performance indicators.

Chapter 1

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The first three groups of tables (transit revenues, expenses, and non-financial operating data) contain summaries of the data required by NTD. The fourth group displays performance indicators comprised of selected statistics derived from data in the first three groups. Typically, these indicators are computed as ratios, relating measures of input to measures of output (e.g., operating expenses per vehicle revenue hour), or measures of output to measures of service consumption (e.g., unlinked passenger trips per vehicle revenue hour).

Data Table numbering remained the same from 1992 through 1994. In 1995, with the expansion of safety and security data, new tables were incorporated (Tables 21 through 26). In 1998, with the inclusion of operating expenses paid for by capital funds, Table 2 was added to accommodate Federal government sources for transit operating funds applied data. With the 1999 Report Year, data on maintenance facilities leased by transit agencies were collected and a new table, Table 16 was created.

The following chart details the renumbering of the 1999 Annual Report tables:

1998 Table Number	Title	1999 Table Number
01	Transit Operating Funds Applied: Details by Transit Agency	01
02	Federal Government Sources for Transit Operating Funds Applied: Details by Transit Agency	02
03	State Taxes Dedicated at Their Source for Transit Operating Funds Applied: Details by Transit Agency	03
04	Local Taxes Dedicated at Their Source for Transit Operating Funds Applied: Details by Transit Agency	04
05	Directly Generated (Transit Agency) Taxes Dedicated at Their Source for Transit Operating Funds Applied: Details by Transit Agency	05
06	Transit Capital Funds Applied: Details by Transit Agency	06
07	State Taxes Dedicated at Their Source for Transit Capital Funds Applied: Details by Transit Agency	07
08	Local Taxes Dedicated at Their Source for Transit Capital Funds Applied: Details by Transit Agency	08
09	Directly Generated (Transit Agency) Taxes Dedicated at Their Source for Transit Capital Funds Applied: Details by Transit Agency	09
10	Capital Funds Applied by Type of Expenditure	10
11	Transit Operating Expenses by Mode and Function: Details by Transit Agency	11
12	Transit Operating Expenses by Mode and Object Class: Details by Transit Agency	12
13	Transit Operating Expenses by Mode and Function: Details by Transit Agency – Single Mode Bus Transit Agencies	13
14	Employer Paid Fringe Benefits: Details by Transit Agency	14
15	Revenue Vehicle Maintenance Performance: Details by Transit Agency – Directly Operated Service	15
—	Maintenance Facilities: Details by Transit Agency – Directly Operated and Purchased Transportation Service	16
16	Energy Consumption: Details by Transit Agency – Directly Operated Service	17
17	Transit Way Mileage: Details by Transit Agency – Directly Operated Service – Non-Rail Modes	18
18	Transit Way Mileage: Details by Transit Agency – Directly Operated Service – Ferryboat	19
19	Transit Way Mileage: Details by Transit Agency – Directly Operated Service – Rail Modes	20
20	Transit Agency Employee Work Hours and Person Count: Details by Transit Agency – Directly Operated Service	21
21	Transit Safety: Details by Transit Agency – Number of Incidents – Collisions, Non-Collisions, and Total Property Damage	22
22	Transit Safety: Details by Transit Agency – Number of Fatalities – Collisions and Non-Collisions	23
23	Transit Safety: Details by Transit Agency – Number of Injuries – Collisions and Non-Collisions	24
24	Transit Security: Details by Transit Agency – Part I Offenses (Reports) Violent Crime	25
25	Transit Security: Details by Transit Agency – Part I Offenses (Reports) Property Crime	26

1998 Table Number	Title	1999 Table Number
26	Transit Security: Details by Transit Agency – Part II Offenses (Arrests) and Total Property Damage	27
27	Transit Operating Statistics: Service Supplied and Consumed – Details by Transit Agency Directly Operated and Purchased Transportation Service	28
28	Age Distribution of Active Revenue Vehicle Inventory: Details by Transit Agency Directly Operated Service	29
29	Transit Performance Indicators: Details by Transit Agency Directly Operated Service – Service Supplied Ratios	30
30	Transit Performance Indicators: Details by Transit Agency Directly Operated Service – Cost Efficiency and Cost Effectiveness	31
31	Transit Performance Indicators: Details by Transit Agency Directly Operated Service – Service Consumption per Service Output Ratios and Miles per Vehicle Maintenance Expense	32
32	Transit Performance Indicators: Details by Transit Agency Directly Operated Service – Employee Work Hours per Vehicles Operated in Maximum Service	33

Special Notes on Reporting and the Data Tables

Several general issues pertaining to the reporting system and this Annual Report are summarized below. These summaries are to aid in interpreting and using the data published in this report.

Number of Agencies Reporting Since 1995

Year	Report Submissions	Full Reports Included in the Database for the Year	Reporting Exemptions	Reports Deleted
1995	537	468	55	14
1996	541	462	60	19
1997	556	476	66	14
1998	575	509	60	6
1999	587	516	63	8

Alphabetical by State

Transit agencies are organized alphabetically by state. This enables easier location of specific transit agencies for data analysis.

Transit Agency Names

Due to space limitations, transit agency names are abbreviated using 25 characters or less. Also, transit agency acronyms are used if one exists and the agency name is too long to abbreviate.

Identification Number and Organization Type

A four-digit identification number is assigned to each transit agency. The first digit of this number corresponds with the FTA Region in which the transit agency is located (FTA Regions 1 through 10). FTA Region 10 is indicated with a zero (0).

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The identification number is followed by the organization-type code:

Code	Organization Type
A	Public agency or authority that directly operates all transit service [not a state Department of Transportation (DOT)]
B	Public agency or authority that contracts for some or all transit service (not a state DOT)
C	State Department of Transportation
D	Private carrier under contract to one or more public agencies
E	Private carrier not under contract to a public agency and not receiving FTA Urbanized Area Formula funds
F	Private transportation brokerage under contract to one or more public agencies
G	Other

Transit Agency Fiscal Year

The NTD Report Year was changed beginning with 1983 to correspond to the fiscal year of the reporting transit agency.

Database Adjustments

Financial and operating data summaries contained in this report are based on transit agency reports submitted for the current Report Year (1999). Audits or other reviews conducted after the publication date may result in minimal changes that more accurately reflect actual statistics. These changes are not available to FTA.

Mode and Vehicle Type Codes

The following mnemonic codes represented by two alphabet letters are used to describe modes and vehicle types in the tables:

Mode	Codes	Mode	Codes
AG	Automated Guideway	LR	Light Rail (Streetcar)
CC	Cable Car	MB	Bus
CR	Commuter Rail	MO	Monorail (reported as OR in 1991 and 1992)
DR	Demand Response	PB	Publico
FB	Ferryboat	TB	Trolleybus
HR	Heavy Rail (Rapid Rail)	TR	Aerial Tramway
IP	Inclined Plane	VP	Vanpool
JT	Jitney	OR	Other

Code	Vehicle Type	Code	Vehicle Type
AB	Articulated buses	LR	Light rail vehicles (Streetcars)
AG	Automated guideway vehicles	MO	Monorail vehicles
AO	Automobiles	RL	Commuter rail locomotives
BA	Buses, Class A (>35 seats)	RP	Commuter rail passenger coaches
BB	Buses, Class B (25-35 seats)	RS	Commuter rail, self-propelled passenger cars
BC	Buses, Class C (<25 seats)	SB	School buses
CC	Cable cars	TB	Trolleybuses
DB	Double decked buses	TR	Aerial tramway vehicles
FB	Ferryboats	VN	Vans
HR	Heavy rail vehicles	OR	Other
IP	Inclined plane vehicles		

Multi-UZA Reports

Some transit agencies, particularly agencies reporting commuter-rail mode, provide data for transportation services serving more than one urbanized area (UZA). For NTD reporting purposes, a transit agency serving more than one UZA and filing a single report is assigned to the UZA that receives the majority of transportation service. For 49 USC 5307 apportionment purposes, relevant data are desegregated into the various component UZAs.

Purchased Transportation

Many transit agencies contract for some or all transportation services. Public agencies and/or private carriers may provide these contracted services. Contracted transportation services (called purchased transportation) are split in two categories:

1. Expenses for contract carriers where data are included in the purchasing agency's report (object class 508.01).
2. Expenses for contract carriers that file their own report (object class 508.02). Contract carriers using 100 or more vehicles to provide annual maximum service are required to file a separate report. For the 1999 Report Year, 27 reports were received from private providers operating more than 100 vehicles.

Three tables (Tables 11 through 13) identify purchased and directly operated expenses. Note that contract carriers providing 100 or more revenue vehicles in maximum service must file a separate report and are listed as directly operated services. Transportation brokerage systems under contract to public agencies and managing 100 or more vehicles in maximum service are listed as purchased transportation. This results in operating data being reported twice:

1. As an expense for the transit agency contracting with the provider(s), which is reported under object class 508.02.
2. For the individual contract operator that provides purchased transportation services under the contractual relationship.

For the 1999 Report Year, there were 121 transit agencies that acquired 100 percent of their service from purchased transportation providers, and 27 filed as directly operated with more than 100 vehicles. Mode-specific operating data are identified as being part of a purchased service arrangement by the letter "p" added to the mode code. Tables 11 and 27 are the only tables with this designation. Unless specified by this letter or in the table headers, data are for directly operated public transportation providers and contract operations that file a separate report.

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Reporting of purchased transportation has undergone several revisions beginning with the 1984 Report Year:

1. The ability to allocate expenses from an object class, such as purchased transportation expenses, to a functional category. Thus, purchased transportation expenses could be reported by function: vehicle operations (010), vehicle maintenance (041), non-vehicle maintenance (042), and general administration (160). Prior to 1984, reporters were required to submit all purchased transportation expenses under general administration. Between 1991 and 1995, expenses allocated to object classes 508.01 and 508.02 for purchased transportation were reported under either vehicle operations (010) or general administration (160).
2. In 1995, FTA required all agencies contracting for transportation services to fully detail their purchased transportation costs by mode, function, and object class. The reporting change also required reporting the full cost of the purchased transportation services, including all costs whose funding sources were not included in the contracts. However, many agencies experienced problems complying with the new requirements, so until 1997 FTA allowed agencies to report purchased transportation expenses under object class 508.01 as in previous years. Table 11 includes purchased transportation expenses detailed by function.
3. The 1997 reporting change provided for the inclusion of safety and security data for purchased transportation. Tables 22 through 27 show data for directly operated and purchased transportation services combined.
4. The 1998 reporting change combined fare revenues retained by the seller and fare revenues returned to the buyer into purchased transportation fare revenues (**Table 1**).
5. The 1999 reporting change includes the reporting of maintenance facilities leased by transit agencies (Table 16) and employee work hours for part-time employees (Table 21).

Expenses for object class 508.02 are not detailed by function and are presented under the column purchased transportation filing a separate report (Tables 11 through 13).

Deleted, Questionable, Waived, and Not Reported Data

Data whose reliability is deemed questionable is followed in the tables by a "Q". The data affected are those where the transit agency failed to respond satisfactorily to questions raised during the validation process, and/or did not collect the data in accordance with FTA's definitions and requirements. In addition, "W" indicates that the reporting agency was granted a waiver, deleted data is indicated with a "D", and "N" indicates data that was not reported.

Code	Indication
Q	Questionable
W	Waived
D	Deleted (Some or all data was deleted.)
N	Not reported

Data may be deleted or considered questionable by FTA when one or more of the following circumstances exist:

- A transit agency did not submit the required declarations; CEO Certification, and/or Independent Auditor Statement.
- For Title 49 USC 5307 purposes (formerly Section 9 of the Federal Transit Act, as amended), the Independent Auditor Statement declared that the data were not collected in accordance with FTA's definitions and requirements.

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- Issue(s) associated with the reporter's documentation, declaration(s), and/or data were not fully resolved prior to the closure of the database.
 - Required data were omitted.
 - A transit agency did not provide the complete cost of directly operated service.
 - A transit agency reported the identical data for 1998 and 1999.
 - The reported data were considered questionable following validation.
 - Required documentation for Non-Rail Fixed Guideway Directional Route Miles was not provided.
 - FTA granted a reporting waiver.

Vehicles Operated in Maximum Service

Data for vehicles operated in maximum service (VOMS) are reported by mode and type of service on the Transit System Service Form (406). VOMS is the revenue vehicle count taken during a transit agency's maximum season of the year, on the day of the week that this maximum occurs. It is not taken on a day when a special event or other extreme set of circumstances would cause the resulting tally to represent a one-time event rather than a recurring maximum service requirement. Because it does not include spare and stored vehicles, this fleet-size measure provides a more meaningful estimation of a transit agency's operating characteristics.

Vehicles for Directly Operated and Purchased Transportation Services for a Specific Mode

For tables covering directly operated service only, the specific vehicle counts provided are only for those directly operated by the transit agency, as reported on the Transit System Service Form (406) for directly operated services. Therefore, a transit agency may be grouped in a larger fleet-size category than the number of vehicles shown in a specific table.

For example, a transit agency that both directly operates 450 non-rail vehicles and purchases services involving 75 non-rail vehicles, for a total of 525 vehicles (as reported on separate Transit System Service Form(s) (406) for directly operated and for purchased transportation services), is grouped in the "500-999 vehicles operated in maximum service" category. However, in a directly operated services only table this transit agency would show only 450 vehicles in the vehicles operated in maximum service column, because only 450 vehicles are directly operated. Footnotes have been added to specific tables to indicate when vehicles operated in maximum service data are derived only from directly operated services.

Multi-modal transit agencies are included in categories for the number of vehicles operated in maximum service for the combined fleet size for all modes.

Vehicles Available for Maximum Service

Data are reported on the Transit System Service Form (406). They include spares, out-of-service vehicles, and vehicles in or awaiting maintenance. They do not include vehicles held for sale, emergency contingency use, etc. If the total active fleet for a given mode varies during the year, the reported figure represents the same time period as that used to report vehicles operated in maximum service. Thus, the difference between vehicles available for maximum service can be used to compute a transit agency's spare ratio.

Total active fleet data from the Revenue Vehicle Inventory Form (408), Table 28, has been consistent since 1984. Unlike the vehicles available for maximum service data described above, the total active fleet data in Table 28 represent only those vehicles owned by the reporting transit agency at the end of their fiscal year and are reported by vehicle type, not mode.

Completeness and Accuracy of the Data

The data submitted to FTA are subjected to extensive analysis and validation. The process includes a detailed examination of each transit agency's report; identification of errors or questionable entries; and resolution of any problems by FTA, transit agency personnel, and program staff.

FTA's role is to identify and resolve questions regarding the data's accuracy and determine whether or not the data is included in the National Transit Database and the Annual Report. FTA can reject a transit agency's report if the report is not in full compliance with reporting requirements. FTA may also refuse to enter data whose reliability is questionable. FTA does not change reported data.

The quality of the database improves each year as FTA simplifies and clarifies reporting procedures, enhances the reporting software, and designs more sophisticated validation checks. Data validation encompasses primarily a review of reported data for consistency and reasonableness. The limitations of these procedures, as well as the volume of data submitted, may permit some erroneous data to find their way into this report. Errors of significant magnitude have been identified and corrected, but some minor errors remain. These generally result from difficulties experienced by transit agencies in obtaining information, or from misinterpretation of certain data requirements or definitions.

Caution

On account of the aforementioned limitations, and keeping in mind that weather conditions, topography, contractual work rules, etc., are not reported, users of this report should not draw unwarranted conclusions when examining the data. Although comparative evaluations are appealing, analyses cannot account for apparent differences in performance. Such evaluations should encompass a more detailed examination of underlying factors (unique aspects of the transit agency's operating environment, specific management practices, or unusual events during the period covered).

Further Information on the Reporting System

The following FTA documents are available to assist the reader gain a greater understanding of NTD reporting requirements:

- *National Transit Database, Uniform System of Accounts (USOA)*, January 1995.
- *1999 Reporting Manual* — reporting instructions and sample forms.
- *FTA Circular 2710.1A, Sampling Procedures for Obtaining Fixed Route Bus Operating Data Required Under the Section 15 Reporting System*, July 18, 1988, and *FTA Circular 2710.2A, Sampling Procedures for Obtaining Demand Responsive Bus Operating Data required Under the Section 15 Reporting System*, July 22, 1988. These two circulars suggest optional sampling procedures for collecting unlinked passenger trip and passenger mile data required for reports. Complete instructions and worksheets are provided for transit agencies wishing to use these procedures.
- *Data User's Guide to the FTA Section 15 Reporting System*, Transportation Systems Center, June 1, 1989. The User's Guide is available through McTrans Center [telephone (904) 392-0378].

These and other documents are available upon request from:

Federal Transit Administration
National Transit Database
P.O. Box 1406
Springfield, VA 22151-0406
(703) 205-2475

Industry — Government Cooperation

The National Transit Database (NTD) Reporting Program evolved from the transit industry-initiated Project **FARE** (Uniform **F**inancial **A**ccounting and **R**eporting **E**lements). Over the years, a cooperative working environment has developed between the transit industry and the Federal government regarding issues relevant to data collection and the reporting system. Private and public sectors have recognized the importance of, and need for, timely and accurate data from which to assess the continued progress of the nation's mass transportation agencies.

In January 1983, a Reporting System Advisory Committee was established to make recommendations on improving the quality and usefulness of data collected under the program. Many of these recommendations have been incorporated in the Annual Report. The Advisory Committee's charter expired on September 30, 1986.

In 2000, FTA initiated a review of the NTD program. A draft Report to Congress has been submitted, with the final report due in 2001. The draft report is available on the web at www.fta.dot.gov and comments are encouraged.

In its ongoing efforts to continue this cooperative effort, FTA urges all interested parties, including transit operators; state and local governments; planning organizations; trade unions; research organizations; and others, to review and critique this edition of the Data Tables and all publications comprising the Annual Report. Comments and suggestions should be forwarded to FTA at the address above.

Availability of Machine-Readable Data

The data contained in the Annual Report (1983 through 1999) are available on diskettes, which are organized by report table and are compatible with PCs using Lotus 1-2-3 software. For further information on diskette availability and associated costs, please contact:

McTrans Center
512 Weil Hall
University of Florida
Gainesville, FL 32611-9988
(904) 392-0378

or

PC-Trans
University of Kansas
Transportation Center
2011 Learned Hall
Lawrence, KS 66045
(913) 864-565

The 1996 – 1999 Data Tables can be downloaded from FTA's web site at www.fta.dot.gov and the FTA NTD Project's web site at www.ntdprogram.com. The files are in .pdf and .xls format.

Complete data (including required-level data not published in this report), all voluntary-level data, and data for prior Report Years, are also available on magnetic tapes. For further information, please contact the Volpe National Transportation Systems Center:

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